

G2 DIESEL INJECTOR TESTER

Industry leader in fuel system diagnostics

for
**Ford Powerstroke & Navistar
International Engines***

Diagnose Drivability Problems

**WHITE
SMOKE**

**HARD
START**

**ENGINE
MISS**

**LACK OF
POWER**

**NO
START**

**FAULTY SPOOL
VALVE PERFORMANCE**

NO CODES



MAXFORCE CABLE
NEW
Now Available!
See other side for details

*Model year coverage 2003-current.

For Ford POWERSTROKE 6.0L, & Ford LCF 4.5L engines & Navistar International 6.0L, 4.5L, I6 & DT466 engines Y2003-current.

Most drivability issues in a G2 injector are caused by faulty injector timing or sticky spool valves (stiction). In many cases no DTC codes are set by these conditions and occur when the engine is cold. The G2 Tester is specifically designed to diagnose faulty injector timing whether the engine is hot or cold. The real-time data and graphic display of injector performance provides vital injector data for accurate diagnosis.

The automated Cylinder Contribution Test provides enhanced diagnostics. The test sets a base line and kills each injector individually providing a comparative analysis of all cylinders. The Oil Pressure Monitor feature lets you verify proper injector control pressure (ICP). If you want comprehensive one of a kind diesel injector diagnostics, the G2 is the only choice.

Features

- PC application software
- Injector control module direct connection
- Diagnose hot or cold engine
- Enhanced Diagnostic Suite software

Benefits

- Real-time display of injector performance
- Simplified hook-up
- Reduced diagnostic time
- Complete fuel system diagnostics

Vehicle Coverage:

International:

- VT365 (6.0L)
- VT275 (4.5L)
- DT466
- I6

Ford:

- Powerstroke 6.0L
- Low Cab Forward (LCF) 4.5L

NEW!

MAXXFORCE CABLE

Engines: 5, 9, 10 & DT



Model 45665



Product Info & Video



TOLL FREE TECH SUPPORT
800/342-5080

WORLD LEADER IN FUEL SYSTEM DIAGNOSIS

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